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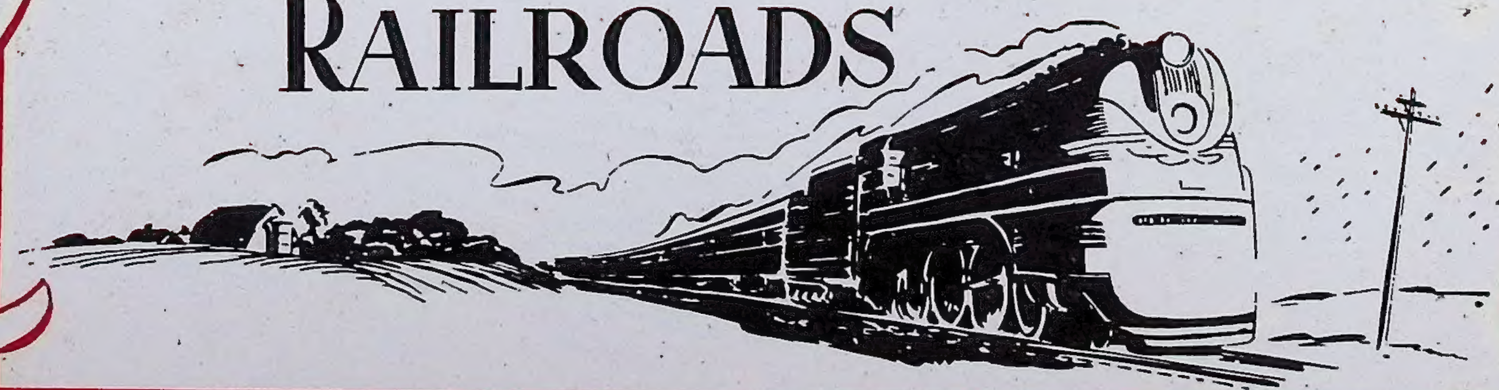
Trains Album of Photographs

BOOK III

MIDWESTERN

RAILROADS



Trains Album of Photographs -- Book Three

MIDWESTERN RAILROADS

Kalmbach Publishing Co. 1943
Milwaukee, Wisconsin

The Finest Pictures of American Railroad Scenes.

THE GREEN rolling cornlands of the Midwest are the natural habitat of speed and streamliners. Here run the Zephyrs, the Hiawathas, the 400's, the Green Diamond, and the UP and Santa Fe proud streamliners. Here, too, run the fastest trains of the Eastern railroads, the Red Bird and Detroit Arrow of the Pennsy, and the New York Central trains rolling steadily along over the Toledo to Toledo near-tangent and the south shore of Lake Erie.

But the Midwest is not only a land of fast trains. It is a country of railroad accomplishments. Here is not by any engineering way to describe the Midwest railroads the Midwest with pride that the accomplishment has been that of maintaining extensive roadbed mileage. These roads have had to the advantages of rich and concentrated industry and coal lands, part of compact, densely populated areas. They have the farms and their ever-long specialties and highly susceptible to wide competition.

The roads from the Great Lakes west into the wheat belt are called the Granger lines. It was here that restrictive railroad regulation had its birth in the 1870's at the instance of the National Grange, an union of farmer organizations. The big traffic on the Granger roads comes in late Summer and early Fall. Old locomotives are taken out of cold lack and deadheaded west to the prairie division points. Branches that normally carry only three trains a week are polished by one freight train after another.

Livestock, too, is a specialty of the Midwestern railroads. The livestock traffic has bred that even strange vehicle, the caboose. None of those bouncy little four-wheelers for your Midwestern roads. At smallest the caboose is a comfortable living room and office, at largest practically a short coach with numerous windows and with berths for the men who chaperone their cattle to market.

Midwestern trains are literally colorful. The orange and red of the Milwaukee Road can be recognized from miles away across the Dakota wheat fields or the Illinois dairy lands. The North Western used to use lemon yellow with an apple-green stripe, and this paint scheme is reappearing on many of its 400's. The Wabash blue is pleasing and decidedly attractive. The stunning stainless steel Zephyrs of the Burlington were the first of the streamlined trains now in operation across the country. The Union Pacific C&NW streamliners flaunt a yellow and tan which seems most appropriate against the background.

The color we cannot present in black and white pictures. But the grace and the speed of Midwestern trains are well shown by the photographs in this book. High-wheeled Pacifics scamper along with loads covering as many miles as many an passenger Interurban limited. Hudsons, Mountains, and Diesels leave Chicago with 10- and 20-car traveling hotels for the two-and-one-half-day trip to the West Coast. Mikados and Northerns travel at passenger-train speed with freight trains that often count up to 130 cars or more. Railroading in the Midwest has a personality all its own.

The format of this book is radically different. Pages are printed on one side only, to facilitate clipping for scrapbook use or framing. The binding opens flat and permits removal of pages without injury to the remaining book. Paper is specially coated and even the ink is glossy.

But, after all, this work was really made possible by the photographers, and to them we extend our sincere appreciation.

Trains Album of Photographs -- Book Three

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The Finest Pictures of American Railroad Scenes.

THE GREEN, rolling farmlands of the Midwest are the natural habitat of record-breaking streamliners. Here run the Zephyrs, the Hiawathas, the 400's, the Green Diamond, and the UP and Santa Fe coast streamliners. Here, too, run the fastest trains of big Eastern railroads, the Red Bird and Detroit Arrow of the Pennsy, and the New York Central trains rolling steadily along over the Elkhart to Toledo near-tangent and the south shore of Lake Erie.

But the Midwest is not only a land of fast trains. It is a region of distinct railroad accomplishment. This is not in an engineering way, to be sure, for Nature favored the Midwest railroads. But the accomplishment has been that of intelligent, aggressive management. These roads have neither the advantages of rich and concentrated mineral and coal lands nor of congested, thickly populated areas. They have the farms and their produce, spread thin and highly susceptible to truck competition.

The roads from the Great Lakes west into the wheat belt are called the Granger lines. It was here that restrictive railroad regulation had its birth in the 1870's at the insistence of the National Grange, a union of farmer organizations. The big rush on the granger roads comes in late Summer and early Fall. Old locomotives are taken out of white lead and deadheaded west to the prairie division points. Branches that normally carry only three trains a week are polished by one freight train after another.

Livestock, too, is a specialty of the Midwestern railroads. The livestock traffic has bred that overgrown vehicle, the drovers' caboose. None of those bouncy little four-wheelers for your Midwestern roads! At smallest the caboose is a comfortable living room and office, at largest practically a short coach with numerous windows and with berths for the men who chaperone their cattle to market.

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The color we cannot present in black and white pictures. But the grace and the speed of Midwestern trains are well shown by the photographs in this book. High-wheeled Pacifics scamper along with locals covering as many miles as many an Eastern intercity limited. Hudsons, Mountains, and Diesels leave Chicago with 15- and 20-car traveling hotels for the two-and-one-half-day trip to the West Coast. Mikados and Northerns travel at passenger-train speed with freight trains that often count up to 130 cars or more. Railroading in the Midwest has a personality all its own.

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Trains Albums of Photographs

BOOK ONE—EASTERN RAILROADS

Embracing the Middle Atlantic States, New York, Pennsylvania, New Jersey, Delaware and Maryland.

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A typical limited train of the 1920's, the *Southwestern Limited* of the Big Four (Cleveland, Cincinnati, Chicago & St. Louis) makes its way through the Indiana cornfields on its way from New York to St. Louis. This was before the days of the New York Central Hudsons, and two Pacifics (one with fancy nameplate on tender) are pulling the 14-car all-Pullman train. From TRAINS collection.

A light engine moving over Chicago & Western Indiana tracks at the 47th Street station in Chicago, used by Wabash, C&EI, C&WI, Monon, and the Grand Trunk Western. The C&WI is primarily a terminal railroad operating the Dearborn Station, but also operates suburban service between Chicago and Dolton, Ill. By Lieut. Alexander L. H. Darragh.

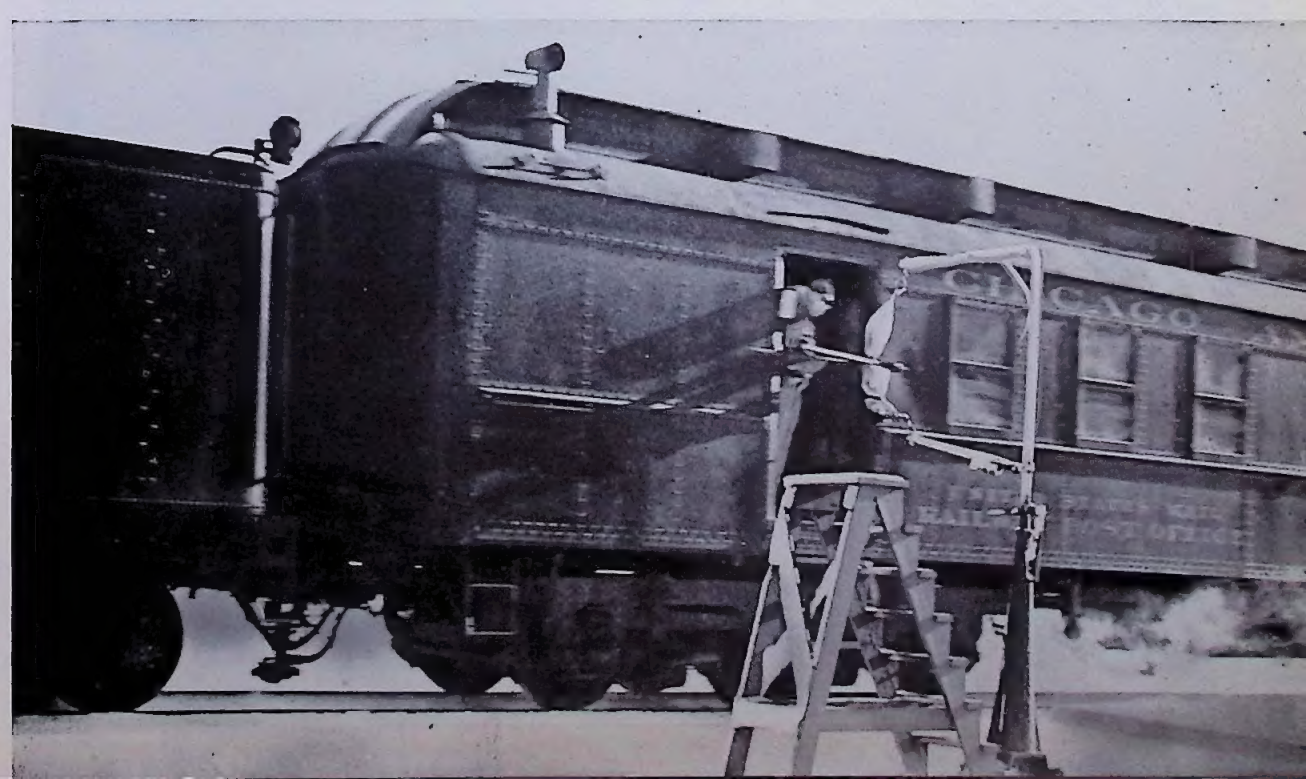
Idle locomotives standing near an engine terminal make an interesting Wintertime pattern. Locomotives held in dead storage like this are called "white leaded." By Linn H. Westcott.

Shortly after leaving the St. Louis Union Station a Missouri Pacific passenger train swings southwestward toward Webster Groves, Kirkwood and other suburban points. To right is Wabash main. By Wayne Leeman.

The Canadian Pacific reaches its arm down into the United States via its subsidiary, the Minneapolis, St. Paul & Sault Ste. Marie Railway, whose bright red coaches are much like CP's own. Here the Soo Line's crack overnight *Winnipegger* from the Twin Cities arrives in Winnipeg on the advertised, 9 a. m. By S. Styles.

Bundy Junction, on the main line of the Frisco in the Ozark Mountains of south-central Missouri. Here a branch leaves the main line to service Fort Leonard Wood, 20 miles away. The junction is named for R. F. Bundy, engineer in charge of building the branch.

Below is a Chicago & North Western mail car making a mail bag pickup at speed as it passes the Cudahy, Wis., station. Before the advent of the mail crane it was necessary to stop for every small-town mail transfer, and incalculable time is saved by catching the bags on the fly. By A. C. Kalmbach.



From Clyde to Aurora, Ill., the CB&Q has an extra track between the eastward and westward main lines. This track is very flexibly used and it allows a fast train to overtake other trains without delays. The sections between each set of crossovers are controlled by the towermen at the ends of the section and can be used for a train in either direction immediately after all previous trains have cleared the blocks. Here the *Exposition Flyer* passes a special running as second No. 11. Courtesy Burlington Route.

Besides the nearly 18,000 regular passenger trains operating in the United States, our railroads handle a great number of specials including football trains, ski trains, railroad and camera excursions, convention trains, college specials, and of course, now, troop trains. No other transportation facility is so well equipped to handle these mass movements at irregular intervals. This train is a Chicago, Burlington & Quincy football special which ran from St. Joseph, Mo., to Lincoln, Neb., before the war. The Electro-Motive unit is hauling 20 cars along the Missouri River. Courtesy Burlington Route.

An old Burlington 4-4-0 and a *Zephyr* stand side by side in the Aurora station on the celebration of the road's ninetieth birthday in 1940. The 11,000-mile Burlington System originated with the 12-mile Aurora Branch Railroad from Aurora north to a connection with what later became the C&NW. Later the "Q" built its own line direct from Aurora into Chicago, a mighty fast stretch of track, incidentally. Courtesy Burlington Route.

Action shots of Diesel power are often lifeless compared to smoke-belching steam-powered trains, but here evening light and slow shutter speed give the front end of this Burlington *Zephyr* just enough of a blur to show its speed. By Willard V. Anderson.

Huntingburg, Ind., is a junction city on the Southern Railway, which, as even Midwesterners often forget, traverses Indiana and Illinois with its St. Louis line. A banking town with 3440 population, Huntingburg has wood products factories, a coal mining and shipping company, a wagon works, and a furniture company in addition to the usual general stores and other retail establishments. And it has one end of the Ferdinand Railroad, shortest line publishing a tariff and timetable. Twice a day (except Sunday) the Ferdinand's one locomotive, the No. 3 (below) leaves Huntingburg with freight and combination car, an ex-Indiana Railroad interurban coach, for the 7.38-mile run southeast to Ferdinand. For a leisurely half hour the train meanders along Huntley Creek and then comes to a stop in Ferdinand, typical rural town of 900 people, a general store, and a glove works. Here is the Ferdinand Railroad's office, and here is the reason for its existence. In the 1929 I. C. C. consolidation plan the Ferdinand was assigned to the Southern. Switching and makeup of the train at Huntingburg is by gravity without use of the engine. By L. B. Herrin.

With the downtown Milwaukee skyline behind it, Milwaukee Road No. 28, a non-stop express to Chicago, leaves the station for its 75-minute 85-mile run. Numerous trains on faster than mile-a-minute schedules offer the country's fastest inter-city service between Chicago and Milwaukee. The locomotive in this photo is a Baldwin-built 4-6-4. By Henry J. McCord.

A small bridge in the Milwaukee Air Line yards of the Milwaukee Road makes a fine Wintertime camera study. It might be far out in the country along some branch line for all the photo tells. Below is the brakeman riding the rear of a car being cut off by the way freight and giving hand signals to the engineer. This is on the Milwaukee Road at a suburban station north of Chicago. By Linn H. Westcott.

All year 'round, on schedule as regular as the trains with which they connect, the Lake Michigan car ferries shuttle back and forth providing a railroad bridge across some 80 miles of water. The loading of a ferry is always a scene of bustle, as here at the Manitowoc, Wis., slip of the Pere Marquette. Courtesy Pere Marquette.

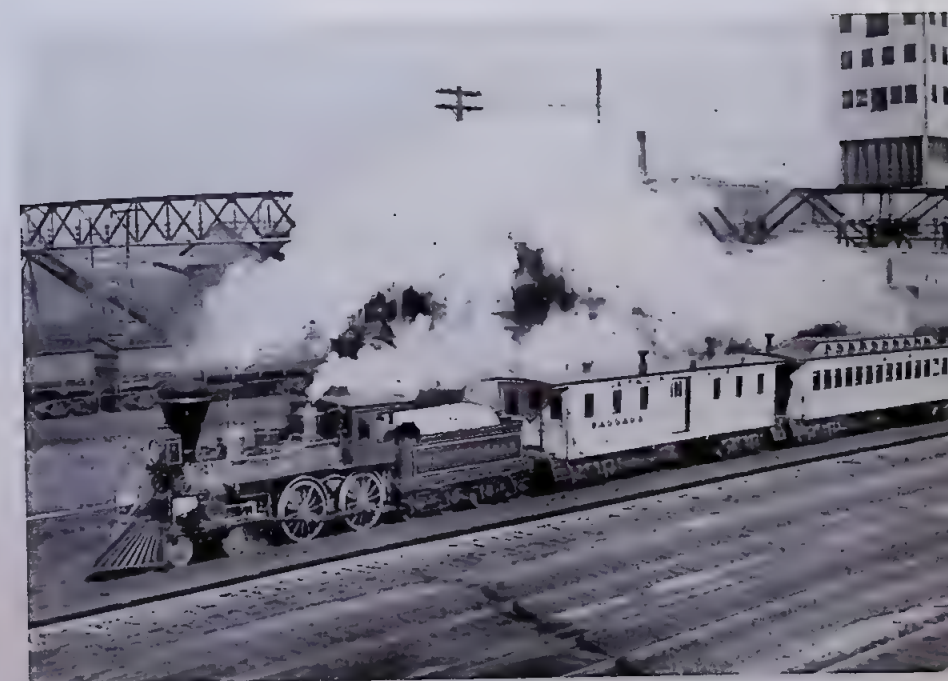
A heavy Missouri Pacific train is shown above on the main line west of St. Louis. The MoPac not only runs westward to Kansas City, Omaha, and Denver (overnight with the new *Colorado Eagle*), but south to New Orleans and southwest through Texas to Mexico. Courtesy Missouri Pacific.

Chicago's Central Station forms a silhouetted background as two Michigan Central Hudsons with their trains await departure time. By F. T. Richardson Jr.

The Midwest was the land of the interurban. It still is the stronghold of the electric railroad, but the surviving lines cannot be called interurbans in the old sense. These typical interurban lines of the 1910's and 1920's were strongest of all around Indianapolis. No less than 12 lines radiated from the Hoosier capital, and now all are gone. Their last stand was as the consolidated Indiana Railroad, one of whose lightweight cars is shown as it appeared some years ago on the line to Fort Wayne via Peru. The steam line atop the bridge is the Chicago-Columbus line of the Pennsy. By James P. Schuman, courtesy William Moedinger Jr.

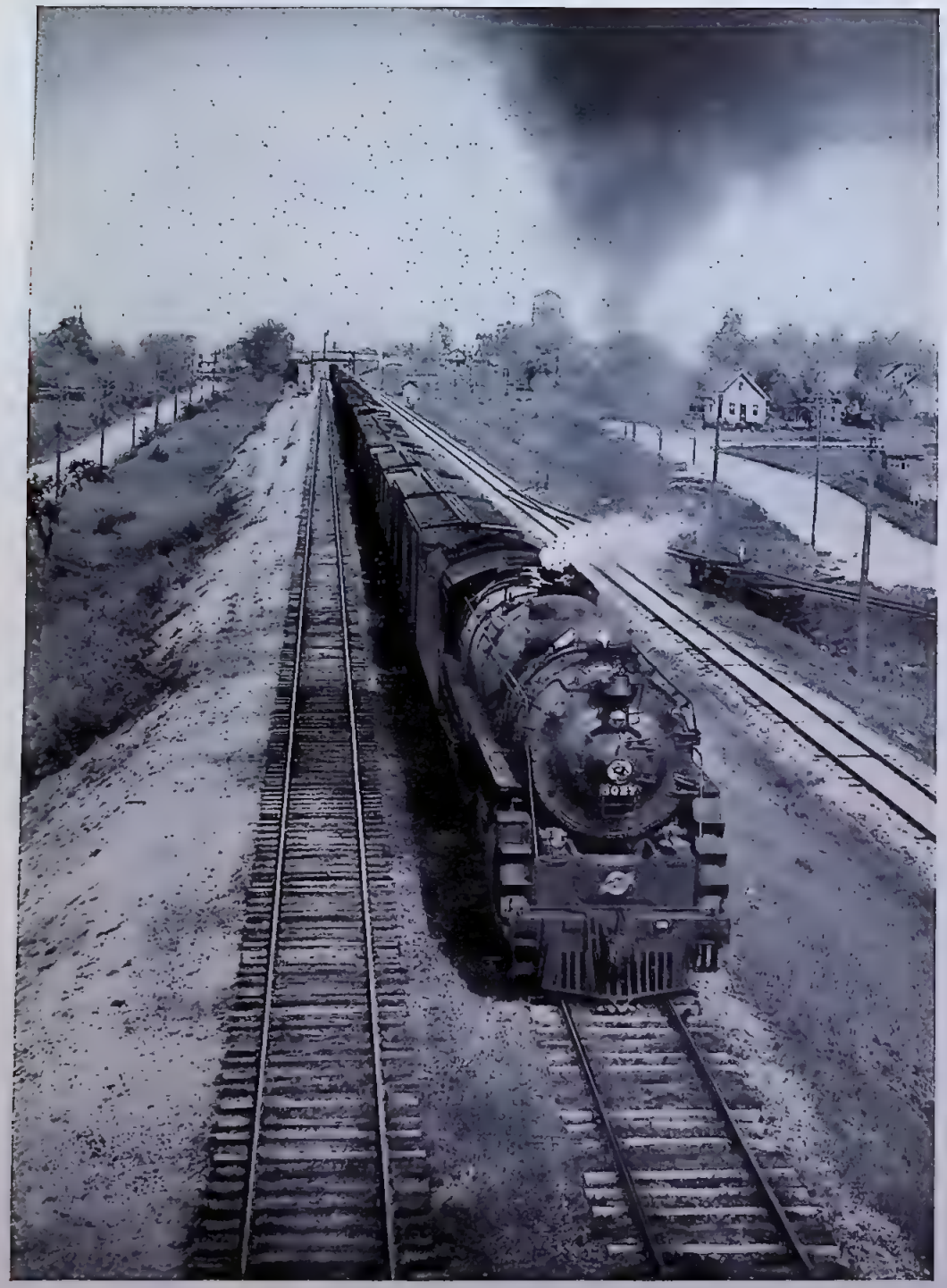
Its No. 1 locomotive, the *William Crooks*, and train are prized possessions of the Great Northern and in 1939 steamed East for the World's Fair. By Robert D. Manners.

The Chicago, North Shore & Milwaukee is a railroad electrically operated. You buy your ticket on the ground floor at 223 South Wabash in Chicago; walk up stairs, over a bridge to the platform of the Chicago Elevated. Here, a colorful train pulls up to the platform, stops just a moment or so, then wafts you around Chicago's loop and on to Milwaukee.

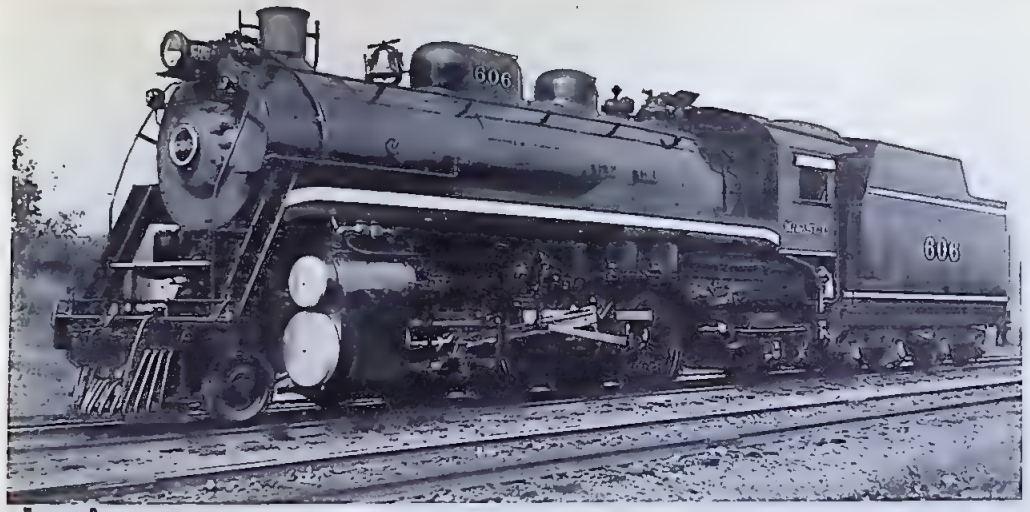


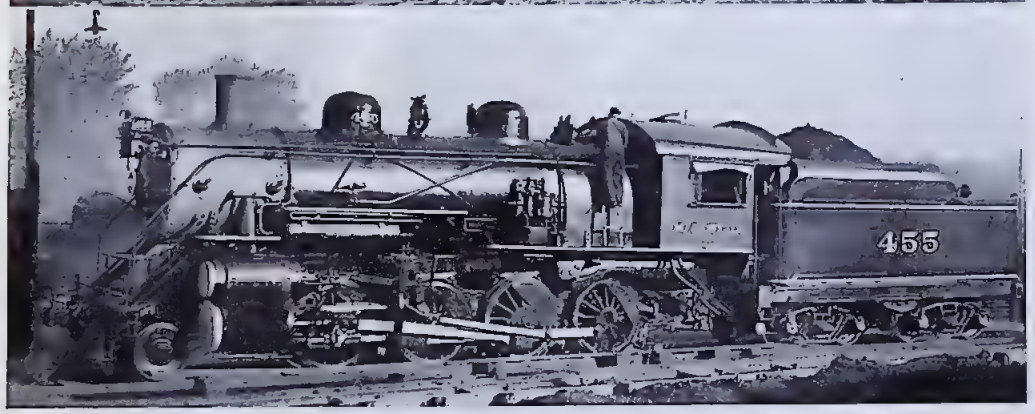
Station Stop.

Northern Pacific's North Coast Limited making a depot stop at dusk in Wadena, Minn. The twilight sky silhouettes a restless locomotive while the cars are illuminated by the platform lights. The photo is by Leslie Fox of the Wadena Pioneer Journal.



The Chicago & North Western Class H 4-8-4 type locomotive is used mostly as a freight hauler, although it is a dual-service locomotive and moves heavy passenger trains along at a good clip on the Chicago-Omaha run. At left is an H on a Chicago-Twin Cities time freight going through West Allis, Wis. By Linn H. Westcott. Below is the distinctive front end of the H. By Allison-Lighthall, courtesy C&NW.





Minneapolis & St. Louis, the Peoria Gateway Route, is 1409 miles of single-track railroad in Minnesota, Iowa, Illinois, and South Dakota. It is a railroad literally rescued from the scrap heap, for ingenious Receiver Lucian Sprague scrapped old cars and locomotives wholesale, used the cash to buy profitable new equipment, and this, along with aggressive traffic solicitation, pulled the road out of a 19-year receivership. The road's locomotives are neatly painted and kept up and the Mikados (upper left) have been modernized into extremely efficient pullers which belie their age. The track, as at Albert Lea, Minn. (lower left), has likewise been brought to a fine stage of maintenance, so that tonnage trains make strong competition for the bridge business between Peoria and the Twin Cities as well as for the local business of the territory itself. Photo of No. 455 by A. Howard Christiansen; others, courtesy M&StL.

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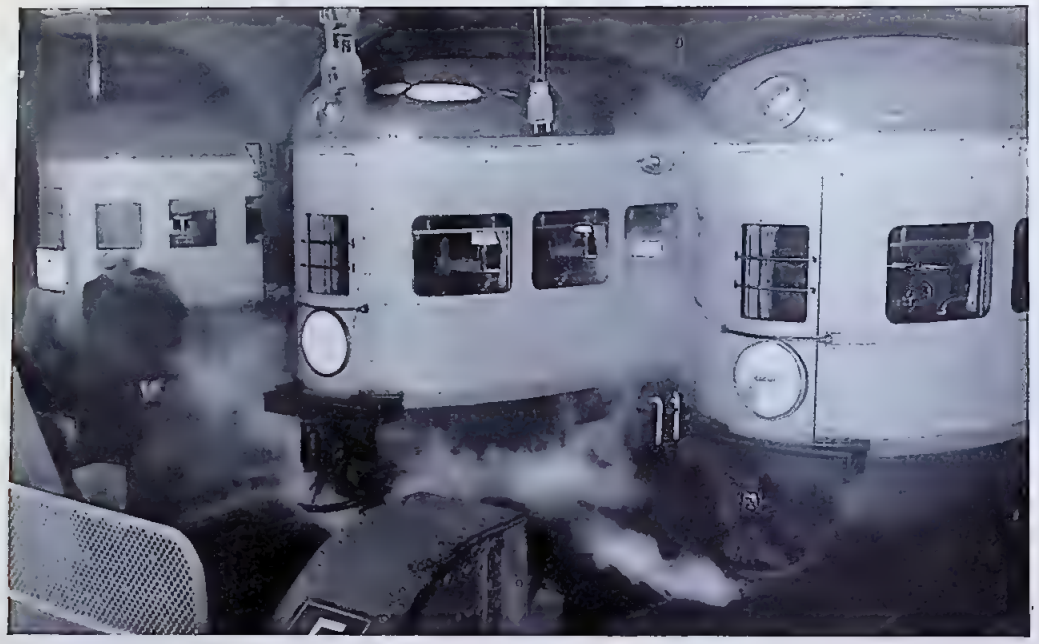
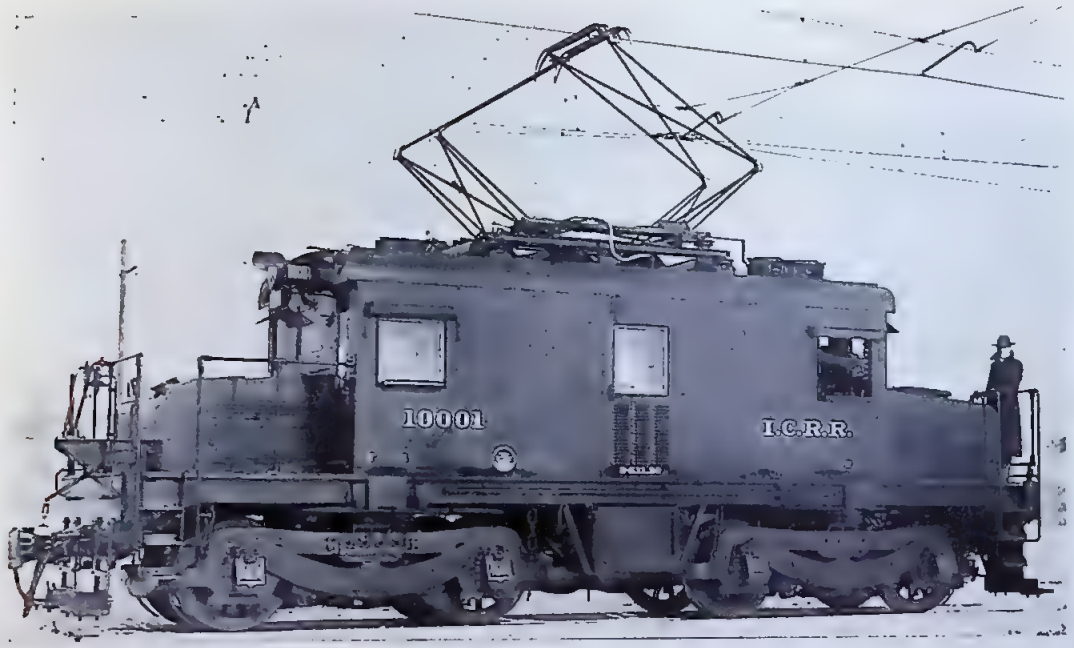


It only happens once a year, and sometimes not that often, that three streamliners are lined up together under the C&NW trainshed at Chicago. Above (courtesy C&NW) are the *Cities of San Francisco, Denver,* and *Los Angeles* side by side on March 1, 1940. The next year on February 27 the *Cities of Denver, Portland,* and *Los Angeles* left together. It is only on the end of short month February that this coincidence can occur, for normally the coast streamliners alternate their departure dates. At right above is the rear of the *Twin Cities Hiawatha* leaving New Lisbon, Wis. The fin-like observation end is a distinguishing feature of this world's fastest steam train. By Linn H. Westcott. Below, by John Maxwell, is the *City of Denver* streaking across snow-blanketed fields at dawn.

The Duluth, Missabe & Iron Range plays an important part in basic American production by hauling the largest part of the iron ore load from the mines of the Mesabi Range to the ore docks at the head of Lake Superior. Photos at right and above show ore loads being switched and unloaded, while at bottom is a DM&IR Pacific in the Duluth passenger station with a special train. The road operates regular passenger service so scheduled that a round trip through the mining country can easily be made by train from Duluth. Top photo by Aubin Studios; all others from Roy W. Campbell collection. The old Mogul and train at upper right is part of the first ore train on the Duluth & Iron Range, now on display at the Two Harbors, Minn., station. Below, right, is a Mallet articulated pulling empty ore cars up the hill at Duluth. The road is fortunate in that loaded trains go down this big hill, not up!

Typical Chicago, South Shore & South Bend passenger train with combination baggage-coach at head end. These steel motor cars are probably among the heaviest per foot length in the world, 65 to 67 tons for 60 feet.

Car No. 15 of the electric South Shore Line used to be the same length as the shorties in the upper left corner, but it was cut in half and a section spliced into the middle to make it 77′-6″ in length. This is one way of coping with increased traffic. Shorter cars were originally intended to insure greater flexibility in making up trains to any desired capacity. South Shore is a Class 1 heavy electric railroad running 70- and 80-car freight trains behind double-headed 1440-horsepower locomotives, but it is descended from a nearly defunct interurban line, the Chicago, Lake Shore & South Bend. Samuel Insull saw the possibilities in the heavy industrial area along the south end of the lake, bought the old decrepit interurban, and in effect built a new railroad along the old right of way. All photos by George Krambles, courtesy Central Electric Railfans' Association.



Some years ago there was quite a stir in Chicago to get all railroads leading into the city to eliminate smoke-puffing coal burners. The progressive Illinois Central made the most effort toward this plan and actually electrified many miles of track in the suburban and terminal area. The plan is not being carried out by any of the railroads at present. IC through trains are worked by steam, but electricity was used for switching purposes and is used for the Illinois Central's frequent suburban passenger service. Above is one of the electric switchers used for a time; below, a typical suburban electric train. Courtesy Illinois Central and General Electric.

Illinois Terminal crosses the Mississippi River into St. Louis over its own McKinley Bridge (background), named for William B. McKinley, the man who welded many small interurban lines together to form Illinois Traction, today the electric portion of Illinois Terminal's network of lines. After a short run down the river the track runs onto an elevated structure (foreground) and nearer the business area drops into a subway to a downtown terminal. Illinois Terminal is a Class 1 railroad, runs long, heavy freight trains, serves the St. Louis-Alton area with steam beltline and switching service, and has the longest interurban run in the country. By Linn H. Westcott.

Chicago & Eastern Illinois serves the Florida-bound traveler with the Dixie Route trains, *Dixie Flagler* (above), *Dixie Limited*, and *Dixie Flyer*, running over C&EI, L&N, NC&StL, AB&C, CofG, ACL, and FEC. It also serves the Illinois coal regions. Courtesy C&EI.

Illinois Central's eight miles of eight-track elevated right of way into Chicago is to be envied by any railroad. There is also some 10-track line. This is the crack *Panama Limited* coming into Chicago through the southeast side. The two nearest tracks are for freight, the next two are for through passenger trains, and the rest are for electric suburban trains. By F. T. Richardson.

The east end of St. Paul Union Station is without a doubt the best place in the Twin Cities for train-watching. Although the layout is of the through type, trains of most railroads leave eastward to go west to Minneapolis, and wye northeast of the station. Because of this maneuver most trains, like the *North Coast Limited* shown here, pass the east approach twice, once when they arrive and once when they leave. From 7:30 to 9 in the morning several dozen trains can be seen from the viaduct east of the station. Courtesy Northern Pacific.

Local mail train No. 58 (at left) is about to start from New Lisbon for Milwaukee and Chicago, vainly chasing the eastbound *Afternoon Hiawatha*, when the little streamlined Ten-Wheeler pulls the *North Woods* smartly away toward the northern Wisconsin paper making and vacation country. No. 10 is a rebuilt Ten-Wheeler originally dating back more than 45 years. By Linn H. Westcott.

Milwaukee Road's *Hiawatha* makes the 57.6 miles between Tower A-20 and Lake in 38 minutes, 90 m. p. h. average. This is a part of the 75-minute, 85-mile Chicago-Milwaukee run on which the steam-powered streamliners usually hit 100 as in this photo showing Class A, 4-4-2, No. 1 with its customary nine-car train at West Lake Forest on fast tangent track. Passenger train service between Chicago and Milwaukee ranks with the finest in the country, with more than 80 trains daily on three railroads, many of them in 75 or 80 minutes. By Lucius Beebe.

The Chicago, Rock Island & Pacific runs a lot of places, but not to the Pacific. It goes from Chicago to Minneapolis, although you might never think of it in connection with this route. It goes to Denver and Omaha, and to Galveston on the Gulf. Rock Island rails even connect St. Louis and Kansas City, although the nine-hour day local is hardly competition for the five-hour trains on other routes. The streamlined *Rockets* offer fast service on all principal Rock Island lines. On almost every count—territory served, type of traffic—the Rock Island is the less-known twin (no connection except similarity) of the Burlington, and like the Burlington it even operates an extensive Chicago suburban business. Above, left, is a fast Rock Island train out of Peoria. By Paul H. Stringham. Lower left is the luxurious *Golden State Limited* from the Pacific Coast via Southern Pacific connection. By Frank Naven. Above is a prize-winning photo study of a Rock Island freight engine framed by the sand, oil and water columns at an engine terminal. By Edgar J. Kunze.

West of Minneapolis the Great Northern has two main lines. The one used by the *Empire Builder* and the *Fast Mail* goes through Wilmar. But the shorter one by 72 miles goes through a city of 25,000 with the romantic name of St. Cloud. It was here that W. R. McGee snapped this camera study of Great Northern local train No. 31 from Sandstone pulling into town at 8:45 one morning.